

From boatanchors@theporch.com Thu Dec 22 10:54:21 1994
Date: Thu, 22 Dec 1994 09:17:12 -0600
Message-Id: <sef92898.014@egg.nv.doe.gov>
From: David Stinson <DLSTIN@egg.nv.doe.gov>
Subject: A New Wrinkle to Wrinkle Paint Thread -Reply

>I can re-paint the cabinet easily enough, but also considered leaving it
>in the original, but trying to spray some wrinkle paint into a container,
>then brush it onto the scratches and hit it with a hair dryer --
>suggestions?

Bill/All:

I'm going to try this several ways this weekend and will report on
what I find. Thanks DE Dave AB5S/7

From boatanchors@theporch.com Thu Dec 22 12:06:45 1994
Date: Thu, 22 Dec 1994 10:27:52 -0600
Message-Id: <Pine.SUN.3.91.941222112436.1931B-100000@access4.digex.net>
From: Tony Stalls <rstalls@access.digex.net>
Subject: Re: An Un-Touched ART-13

On Wed, 21 Dec 1994 DUBE135@aol.com wrote:

> Isn't the ART-13 the radio that once had the reputation of being the world's
> best TVI generator???

That's the one! (Maybe the BC-610 had more of a reputation for TVI, but
there were fewer of them around.) The conversion articles I recall dealt
with TVI and getting around using a high current 28 VDC supply.

73,

Tony
K4KY0

From boatanchors@theporch.com Thu Dec 22 12:25:46 1994
Date: Thu, 22 Dec 1994 10:46:16 -0600
Message-Id: <Pine.SUN.3.91.941222113824.1931C-100000@access4.digex.net>
From: Tony Stalls <rstalls@access.digex.net>
Subject: Collins Filter

I have a Collins mechanical filter F 455 FA 21 6440 that I acquired in a

moment of insanity when I once considered using in a mod on my HQ-140-X from an old QST article. If somebody has a use for it other than moving it from my junk box to yours, let me know. Some kind of swap would be fine.

73,

Tony
K4KY0

From boatanchors@theporch.com Thu Dec 22 14:50:26 1994
Date: Thu, 22 Dec 1994 13:16:15 -0600
Message-Id: <199412221915.NAA24529@theporch.theporch.com>
From: "MELUCAS, MARC P." <MELUCAS@wsmc-mis.af.mil>
Subject: Condition Rating System

Greets, Tony and Everyone-

Tony, your request for a rating system, and volunteers, has motivated me to respond. This topic has been beaten pretty well on our net before, but no lasting result was left for the survivors.

I hereby submit my name and services to help formulate a BA rating system, and inspire its use throughout the hobby.

Keep in mind that the best way to gain acceptance and influence is to just develop a program and run with it (look at the 10-10 thing); then ol' Barry at ER may be willing to publish something about our rating system if we actually get it up and running. And what better place than our own beloved BA net to get it started.

Lets see if we can get more folks to chip in, then go offline with it until we get something down on paper.

Marc, KB0JPQ
MELUCAS@wsmc-mis.af.mil

From boatanchors@theporch.com Thu Dec 22 16:53:00 1994
Date: Thu, 22 Dec 1994 15:19:53 -0600
Message-Id: <ECMF1722.ECMF1736@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Condition Rating System

to: boatanchors@ThePorch.com

Hello Marc, et al.

Re. condition rating system for boatanchors:

The same problem has come up with those who trade guns, and the National Rifle Association has set up a carefully defined condition scale. That scale should, with minimal changes, work with boatanchors too. There's no sense in reinventing the wheel, and these guys have already done the work.

A copy of it is reproduced in the front of every issue of "Shotgun News" (available at your local dealer of infernal devices and politically incorrect machines of mayhem and destruction). If you don't wanna go get one, I'll post it here when my copy of the latest issue comes in.

Peace thru Superior Firepower,

Mr. T., K9TA

From boatanchors@theporch.com Thu Dec 22 17:35:31 1994

Date: Thu, 22 Dec 1994 16:00:21 -0600

Message-Id: <Pine.SUN.3.91.941222165610.18311F-100000@access4.digex.net>

From: Tony Stalls <rstalls@access.digex.net>

Subject: Re: Condition Rating System

On Thu, 22 Dec 1994 TOM.A.ADAMS@mail.admin.wisc.edu wrote:

> The same problem has come up with those who trade guns, and the National
> Rifle Association has set up a carefully defined condition scale. That scale
> should, with minimal changes, work with boatanchors too. There's no sense in
> reinventing the wheel, and these guys have already done the work.

>

> A copy of it is reproduced in the front of every issue of "Shotgun News"
> (available at your local dealer of infernal devices and politically incorrect
> machines of mayhem and destruction). If you don't wanna go get one, I'll post
> it here when my copy of the latest issue comes in.

>

Peace thru Superior Firepower,

With much hesitation due to not wanting to reveal a "secret source" for BA's, I bought my BC-348 from a Shotgun News ad. There was another listed in the last one too!

BTW, do WW2 Japanese rifles qualify as BA's? If they do, I can start a whole new thread!! ;-)

73,

Tony
K4KY0

From boatanchors@theporch.com Thu Dec 22 19:15:47 1994
Date: Thu, 22 Dec 1994 17:41:41 -0600
Message-Id: <Pine.SUN.3.91.941222163700.18311C@access4.digex.net>
From: Tony Stalls <rstalls@access4.digex.net>
Subject: Re: Condition Rating System

On Thu, 22 Dec 1994, MELUCAS, MARC P. wrote:

>
> Greets, Tony and Everyone-
>
> Tony, your request for a rating system, and volunteers, has motivated
> me to respond. This topic has been beaten pretty well on our net before, but
> no lasting result was left for the survivors.

That's exactly why I thought it might be a good idea to get a bunch of
folks together to decide on something rather than just chat about it.
Nick England has a pretty good start, if not a solution. It apparently
has a basis on a tried and true rating system.

> I hereby submit my name and services to help formulate a BA rating
> system, and inspire its use throughout the hobby.

Great!

> Keep in mind that the best way to gain acceptance and influence is
> to just develop a program and run with it (look at the 10-10 thing); then ol'
> Barry at ER may be willing to publish something about our rating system if we
> actually get it up and running. And what better place than our own beloved
> BA net to get it started.

Yea! Good idea.

> Lets see if we can get more folks to chip in, then go offline with it
> until we get something down on paper.

Do you want to keep a list of suggestion?

73,

Tony
K4KY0

From boatanchors@theporch.com Thu Dec 22 23:12:43 1994
Date: Thu, 22 Dec 1994 21:40:39 -0600
Message-Id: <9412222116.aa15225@jackatak.theporch.com>
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: Condition Rating System

Mark-

> Lets see if we can get more folks to chip in, then go offline with it
> until we get something down on paper.
If it will help, Phil and I can set up a small mail list for you to
keep in touch... like "ratings@theporch.com" and have it reflected to
your group...

Let me know if we can help...

73,

Jack, W4PPT/M (75M SSB 2-letter WAS #1657/#1789 -- both from the mobile! ;^)

Fire Bottle Server (Boat Anchors Get Out and Keep You Warm!)
firebotl@jackatak.theporch.com
Where Old Radios and Fun ... GO TOGETHER!
-----human interface: root@jackatak.theporch.com-----+

From boatanchors@theporch.com Thu Dec 22 14:04:32 1994
Date: Thu, 22 Dec 1994 12:32:41 -0600
Message-Id: <m0rKsJD-000CGGC@aupair.cs.athabascau.ca>
From: tech@cs.athabascau.ca (Richard Loken)
Subject: re: CP/M box and Hallicrafters S120

Don't be so sure... I wouldn't accept the S120 as a gift, I don't want entry
level junk... I had that inflicted on me when I was 16.

Alas, I can't take the S100 either, I have three CP/M boxes already and even
my tolerant wife has her limits.

Now to digress. I have a 15 year old Diablo daisy wheel printer on which I
broke my last print wheel two days ago (well my wife broke it while printing
off one of the above CP/M boxes). Can I find a print wheel? Oh... No.....!!!
One supply company told me they threw them in the garbage a couple months back.

If I can't find a wheel then a nearly mint (I can say that, I'm not advertising
in ER) heavy duty letter quality printer will be parted out. You can keep a

50 year old BC348 running, parts are readily available for a '53 GMC pickup but post 1980 electronics and automobiles have a very limited life expectancy due to their need for unique parts with a short manufacturing cycle.

No wonder I like tubes.

Richard Loken VE6BSV, Systems Programmer - VMS : "...underneath those
Athabasca University : tuques we wear, our heads
Athabasca, Alberta Canada : are naked!"
** tech@cs.athabasca.ca ** : - Aurthor Black

From boatanchors@theporch.com Thu Dec 22 15:17:01 1994

Date: Thu, 22 Dec 1994 13:43:09 -0600

Message-Id: <2EF9D597@sharkgate.sandiegoca.ncr.com>

From: "Kenan, Larry" <l1k@sandshark.sandiegoca.NCR.COM>

Subject: re: CP/M box and Hallicrafters S120

> If I can't find a wheel then a nearly mint (I can say that, I'm not
advertising
> in ER) heavy duty letter quality printer will be parted out. You can keep
a
> 50 year old BC348 running, parts are readily available for a '53 GMC
pickup
> but post 1980 electronics and automobiles have a very limited life
expectancy
> due to their need for unique parts with a short manufacturing cycle.
>
> No wonder I like tubes.
>
> Richard Loken VE6BSV

I'll bet that if you wait 20 years you will find those printers at swap
meets.

I never could find any Boat Anchors for sale when they were only 10 years
old.

From boatanchors@theporch.com Thu Dec 22 19:19:47 1994

Date: Thu, 22 Dec 1994 17:45:39 -0600

Message-Id: <Pine.SUN.3.91.941223104345.29100F-100000@eram.esi.com.au>

From: Dave Horsfall <dave@esi.COM.AU>

Subject: re: CP/M box and Hallicrafters S120

On Thu, 22 Dec 1994, Richard Loken wrote:

> Alas, I can't take the S100 either, I have three CP/M boxes already and even
> my tolerant wife has her limits.

I know the feeling...

> Now to digress. I have a 15 year old Diablo daisy wheel printer on which I
> broke my last print wheel two days ago (well my wife broke it while printing
> off one of the above CP/M boxes). Can I find a print wheel? Oh... No....!!!

I think I still have a few, back when I replaced the 630 with a laser
printer of almost similar vintage - I'll check and get back to you;
if I can locate them they're yours.

--

Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2AAB.NSW.AUS.OC | PGP 2.6
Opinions expressed are mine. | E7 FE 97 88 E5 02 3C AE 9C 8C 54 5B 9A D4 A0 CD

From boatanchors@theporch.com Thu Dec 22 20:49:44 1994

Date: Thu, 22 Dec 1994 19:13:36 -0600

Message-Id: <199412230112.MAA22691@metz.une.edu.au>

From: Dean Davidson <ddavidso@metz.une.edu.au>

Subject: Re: CP/M box and Hallicrafters S120

>
> > Now to digress. I have a 15 year old Diablo daisy wheel printer on which I
> broke my last print wheel two days ago (well my wife broke it while printing
> off one of the above CP/M boxes). Can I find a print wheel? Oh... No....!!!
>

> I think I still have a few, back when I replaced the 630 with a laser
>> printer of almost similar vintage - I'll check and get back to you;
> if I can locate them they're yours.
>

A bit off topic, but after all it is Christmas:

Anyone remember doing graphics on these beasts?

You had do use position the head to where you wanted it and then
print a '.' Used to take hours!

More on the topic (well boat anchor printers) In the early 80's we were
presented with a high speed line printer ex NASA. This behemoth had
two racks of electronics to drive a mechanism the size of a small
tractor. It was made some time in the 60's and I am sure that it did
have some hollow state stuff in it. We decided (with very little
discussion) that it was not worth hooking up to our Univac 1106 (of almost
the same vintage). Eventually we stripped it and used the cabinets to
house communications & network stuff where it was nicknamed the "Gonzo Box"
(after the keen apprentice who painted it a bright orange).

May you all have a good Christmas and New Year
(us Aussies look like having near century temperatures and drought!)
Cheers,
Dean

Dean Davidson ddavidso@metz.une.edu.au
Dept Psychology Phone 61 67 73 2585
University of New England Fax 61 67 72 9816
Armidale NSW 2351 Australia VK2 ZID

From boatanchors@theporch.com Thu Dec 22 13:39:59 1994
Date: Thu, 22 Dec 1994 12:06:29 -0600
Message-Id: <199412221806.NAA23445@altair.cs.unc.edu>
From: Nick England <nick@cs.unc.edu>
Subject: Equipment Grading System

AHA - I did save it after all - from my message of 29 Mar 1994

Not meaning to flog a dead horse, but I did promise to post the following equipment grading info from the Collins Collectors Magazine (July 1991).

The article indicates this system was borrowed from the TCA (Train Collectors Assn.)

MINT - Brand new, absolutely unmarred, all original and unused.

This means new in original box, never been used, complete with documentation or accessories that were standard with the equipment.

LIKE NEW - free of any blemishes, nicks or scratches; original condition throughout; very little sign of use. no modifications of any kind.

Typically a rig that was stored in the attic or dry basement for the last 20 years. or was a "second" rig in the shack adn had little or no use.

EXCELLENT - minute nicks or scratches; no dents or rust. Only industry approved modifications adn updates.

This is wahta your better radios look like and typically would be the high water mark in your average collectors shack

VERY GOOD - few scratches, exceptionally clean, no dents or rust. Industry approved and reasonable modifications and updates.

This is an area where the number of rigs that fit this description picks up dramatically. It is also the area where the cosmetic appearance fits the description, but what is inside the case does not. So the buyer has to beware.

GOOD - scratches, small dents, dirty. Electronically sound, but not perfect. May not be tuned to peak performance.

This describes 50% of the used gear sold. Easier to tell from VERY GOOD and might be missing the documentation.

FAIR - well-scratched, chipped, dented, rusted, or warped condition. May not be in working condition.

This is what you see at most flea markets when it is sold from the trunk of a car. expect the rig to require electrical and mechanical repair to get on the air...buyer must beware not to pay high prices for this class of equipment. it is very easy to underestimate the cost of restoration.

POOR - beat up junk condition, some usable parts. electrically dead

Broken knobs, burned out or missing parts. Usually requires two or three other POOR rigs to make a good one. However this is the stuff restoration dreams are made of!

REFINISHING AND RESTORATION

1. No radio should be refinished to represent something that it was not originally.

2. All radios which are restored (in paint), to original condition, or refinished in other than original paint should be permanently marked as such and by whom.

3. Any parts made as substitutes fro original parts should be properly identified as to manufacturer, and such replacement parts or any non-original parts should be noted when an item is offered for sale

there are also some photos and examples in this article. Thanks to Jay Roman and Collins Collector Magazine.

From boatanchors@theporch.com Thu Dec 22 10:24:47 1994

Date: Thu, 22 Dec 1994 08:42:33 -0600

Message-Id: <132AC592D67@s1.xetron.com>

From: "Jack Giehl" <JACKG@s1.xetron.com>

Subject: Fair Radio, R390A Filters

To BA enthusiasts.

Don Burns was wondering if Fair Radio is still around. Yes, they are! In fact, I drove up there about 3 months ago with a friend who bought an R-390A (after he saw and heard mine, he had to have one)...

A well known AM'er that I've talked with, K4KYV, Don Chester, has a box that plugs into the "A" position 9 pin filter hole in his 75A4. The box is mounted on the side of the 75A4 and contains 4 or five switchable filters, most of which came out of an R-390A.

I don't think Fair carries direct plug in replacement filters for the 75A4. Those filters are expensive, usually \$130 from the usual sources.

Electric Radio showed the hookup in one of their issues for using the R390A filters plugged in to a 75A4..

73 and Merry Christmas... Jack, WB8BFS

From boatanchors@theporch.com Thu Dec 22 09:07:58 1994

Date: Thu, 22 Dec 1994 07:34:04 -0600

Message-Id: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>

From: Don_Burns-EPUR01@email.mot.com

Subject: FW: R-390A filters -- in xistor rigs?

>Apparently the mechanical filters in our venerable 390As are at 455 kHz. Has
>anyone ever tried retrofitting these filters (available from Fair Radio
>at Fairly Reasonable Prices) to another rig with a 455 kHz I.F.? I was
>thinking primarily of my Icom R71A, which has woeful selectivity in the
>Wide position.

A name from the past... Its really been a long time since I was active. Is the Fair Radio mentioned above the same one I recall in Lima, OH 30 years ago? (Think it was Lima...) Do they carry mechanical filters that are plug compatible in the 75A-4?

Don Burns K4GHD <epur01@email.mot.com>
Plantation, FL

From boatanchors@theporch.com Thu Dec 22 09:16:11 1994

Date: Thu, 22 Dec 1994 07:41:26 -0600

Message-Id: <788110344.F00009@leotech>

From: Peter.Ferrand@leotech.MV.COM (Peter Ferrand)

Subject: Halli S-120 rcvr 4 sale

For Sale: Hallicrafters S-120

This is one of the all time classic entry-level Novice or SWL receivers from the 1960-64 period. Covers .54 to 31 MHz with four tubes plus selenium rectifier. Has bandspread dial, bfo, internal loopstick on the broadcast band and external antenna

input. Large slide rule dial covers most of front panel.

Dimensions are 13 1/2 X 5 7/8 X 8 3/4 inches and 10 1/4 pounds, and yet still a boatanchor! If you want to see what a challenge ham radio used to be, get on the air with this! Seriously, not a bad radio for broadcast band DXing and fine for casual short wave radio listening.

Electrically this one looks to be in fine shape, with all the original Hallicrafters tubes. Works OK but probably could use alignment and checking of components for aging. Cabinet (gray) requires repainting. Front panel has a number of small scratches in the coating of the metal, should be restorable if you can figure out how. Doesn't look bad if your eyes are like mine.

Sold new for \$70. You can have this one for \$35 and you ship from Nashua, NH. I'll use UPS COD or any other method.

Call (603)889-1067 any time or e-mail but I don't check in every day.

Thanks and 73,

-Pete

* Origin: NETIS Public Access Internet (603)432-2517 (1:132/189)

From boatanchors@theporch.com Thu Dec 22 13:12:46 1994

Date: Thu, 22 Dec 1994 11:40:15 -0600

Message-Id: <788125004.F00001@leotech>

From: Peter.Ferrand@leotech.MV.COM (Peter Ferrand)

Subject: Halli S-120 Sold!

OK, the Hallicrafters S-120 was sold in a couple hours. I'm amazed, but then of course I don't want it.

Hmmm, any interest in an S-100 CP/M computer? I bet I'll have fewer replies...

73,

-Pete

* Origin: NETIS Public Access Internet (603)432-2517 (1:132/189)

From boatanchors@theporch.com Thu Dec 22 19:18:27 1994

Date: Thu, 22 Dec 1994 17:43:04 -0600

Message-Id: <Pine.SUN.3.91.941223104245.29100E-100000@eram.esi.com.au>

From: Dave Horsfall <dave@esi.COM.AU>
Subject: Re: Halli S-120 Sold!

On Thu, 22 Dec 1994, Peter Ferrand wrote:

> Hmm, any interest in an S-100 CP/M computer? I bet I'll have
> fewer replies...

Yes, but there's no way I could afford the shipping...

--

Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2AAB.NSW.AUS.OC | PGP 2.6
Opinions expressed are mine. | E7 FE 97 88 E5 02 3C AE 9C 8C 54 5B 9A D4 A0 CD

From boatanchors@theporch.com Thu Dec 22 22:11:03 1994

Date: Thu, 22 Dec 1994 20:39:47 -0600

Message-Id: <9412222037.aa14731@jackatak.theporch.com>

From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>

Subject: Halli S-120 Sold!

> From: Peter Ferrand <Peter.Ferrand@leotech.mv.com>

> Hmm, any interest in an S-100 CP/M computer?

Try advertising at MicroSoft. I understand CP/M was a pirate release
of MS/DOS v0.8beta! ;^) Bill ought snatch it up, lest folks find out
where he stole "his" O/S! ;^)

73,

Jack, W4PPT/M (75M SSB 2-letter WAS #1657/#1789 -- both from the mobile! ;^)

Fire Bottle Server (Boat Anchors Get Out and Keep You Warm!)

firebotl@jackatak.theporch.com

Where Old Radios and Fun ... GO TOGETHER!

+-----human interface: root@jackatak.theporch.com-----+

From boatanchors@theporch.com Thu Dec 22 11:26:45 1994

Date: Thu, 22 Dec 1994 09:51:36 -0600

Message-Id: <9412221550.AA06004@gvlf4-a>

From: edd@VFL.Paramax.COM

Subject: I Just Remembered ...

Hi Folks,

I just remembered, I have stored away in the Great Closet, an old
B_&W Phase Shift Side ~Band generator. I haven't been in this

particular close for many years - has anyone ever used/experimented with one of these gadgets?

As I remember, you route the signal out to the box; it performs the phase shift filtering - then you route it back to the finals which are re-biased to operate as Linears. I bought this thing 15 to 20 years ago, and never used it.

Ed Doc K3LPE

PS

I think it was made by B_&_W; gotta open that closet and see what else is lurking in there - I'll bet there is even one or two Command sets !!

From boatanchors@theporch.com Thu Dec 22 16:02:40 1994
Date: Thu, 22 Dec 1994 14:29:23 -0600
Message-Id: <941222152603_4867918@aol.com>
From: JosephWP@aol.com
Subject: KWS-1 Mech Filter

Can someone refresh my memory about the nomenclature of the Mechanical Filter used in the KWS-1?

I think that it is a F 250 F XXX but I cannot remember what XXX is.

Joseph Pinner +
Lafayette, LA
KC5IJD

From boatanchors@theporch.com Thu Dec 22 20:01:49 1994
Date: Thu, 22 Dec 1994 18:29:46 -0600
Message-Id: <ECMI2639.ECMI2650@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Making new plastic parts

to: boatanchors@ThePorch.com

Hello Kevin.

Re. your EC-1 dial cover:

Fabricating plastic parts like this CAN reasonably be done at home. A class in a vocational high school showed me how it's done. Be advised tho it's a bit of work, and you need enough of the old part to know what it looked like.

I assume that the part you're referring to is the plastic "bubble" over the

dial scale and pointer.

You'll need access to woodworking tools to make a wooden form of the inside shape of the original part. In some cases, varnished Plaster of Paris molds can be made up.

After you've made this, a wooden frame that outlines the form must be made. Make the frame's inside clearance about 1/8" larger than the form.

Next, go to your local Yellow Pages and find someone who sells sheet Plexiglas stock. From them obtain a couple of sheets of suitable size in a thickness of 1/16" or thinner.

Remove the protective paper backing, and place said sheet in a 150 or 175 degree oven for a few minutes. The Plexiglas will attain the consistency of rubber. Be sure to have a set of clean cotton work gloves handy for removing the plastic from the oven; it's HOT!

DO NOT leave the plastic in any longer than necessary to soften it. If you do, it will form milky bubbles internally that can't be removed.

Position the hot plastic sheet on the form, and push the frame down over it to stretch the plastic taut over the form. Work quickly to keep the plastic from cooling before it is formed, but don't work so fast that the plastic tears.

Using weights to hold the frame in place, let the plastic cool for awhile.

After the plastic is removed from the form it should only be necessary to trim the edges and drill mounting holes as appropriate.

One hint; the form and frame should be made as smooth as possible. ANY blemish on thier surfaces will show up on the finished piece.

Good Luck,

Tom, K9TA

From boatanchors@theporch.com Thu Dec 22 20:48:53 1994

Date: Thu, 22 Dec 1994 19:17:52 -0600

Message-Id: <199412230116.RAA29162@hobbes.UCSC.EDU>

From: haynes@cats.ucsc.edu (Jim Haynes)

Subject: Re: Making new plastic parts

I was thinking along the same lines, except make a mold for the outer shape only, and arrange some way to pull a vacuum under it. Lay the sheet of plastic on top of it and then maybe hit it with a heat gun or hair dryer. Let the vacuum pull it into the mold.

From boatanchors@theporch.com Thu Dec 22 13:17:21 1994
Date: Thu, 22 Dec 1994 11:46:02 -0600
Message-Id: <CCMAIL.0093373.585643090094356FCCMAIL@EMIS.HAC.COM>
From: "James C Reid" <0093373@CCMAIL.EMIS.HAC.COM>
Subject: More questions on wrinkle paint

All this talk about wrinkle paint touch-up, etc. has set me wondering. Are there any paint manufacturers that sell wrinkle paint in maybe a quart or gallon can? The stuff I've seen comes in a spray can, but this would be too costly for an assembly line operation. If it is available in "bulk", could it be used in an airbrush to get fine control for touch-ups? Is there a wrinkle additive that could make any color of enamel do its thing?

On a related topic, is there any way to remove a top layer of paint without destroying what's underneath? I have a neat Echophone receiver that someone brushed on some aluminum paint. I can still see the decals through the finish and I'd like to restore it, but how do I get that aluminum paint off without destroying the undercoat? I think I already know the answer, but it's not pleasant. See ya!

-Jim

From boatanchors@theporch.com Fri Dec 23 00:38:42 1994
Date: Thu, 22 Dec 1994 23:05:38 -0600
Message-Id: <d25_9412222301@chigate.com>
From: Bill.Cohn@precision.chigate.com (Bill Cohn)
Subject: RE: Most Complicated Rece

Subject: RE: Most Complicated Rece

|-----|Llk@sandshark.Sandiegoca. wrote:

LL>
LL>I would nominate the Hallicrafters Dual Diversity receiver of 1938.
LL>Two complete RF, IF, Det sections, ganged together to tune together.
LL>One half would be connected to a vertical antenna and the other to a
LL>horizontal antenna. It avoided fading by selecting the stronger
LL>signal automatically.

LL>
LL>Not a unique concept but I can't imagine trying to align one of these
LL>They were huge and optionally you could get a Jensen Bass Reflex Spea
LL>for it. The speaker cabinet would be the base for the radio and made
LL>into a console.

LL>

LL>Only about 200 were made so the chances of finding one are slim.
|-----|

One of these went up for auction at the Antique Radio Club of Illinois annual Radiofest last August. It was a beautiful piece of gear. A true "Radio Man's Radio". The auction did not fetch enough for the owner so he bought it back. I think the final bid was around \$1700. The radio had been completely restored and had the original Jensen speaker cabinet.

It was nice to look at.

73 de N9MHT Bill
.. Join the Antique Radio Club of Illinois

* TLX v4.00 *

From boatanchors@theporch.com Thu Dec 22 02:06:54 1994
Date: Thu, 22 Dec 1994 00:31:25 -0600
Message-Id: <199412220626.AAA05994@zoom.bga.com>
From: Henry van Cleef <vancleef@bga.com>
Subject: Most Complicated RX

While perhaps not quite in the league of some of the Collins sets, I'll nominate the Millen DFP 501. This had a monster electrically-driven coil tray---Millen's "trademark" in the '30's National Co. sets, only much bigger with pushbuttons, drive motor, switches and relays, to move the box. Eight bands, and as I recall, coverage 190 KHz to 150 Mhz with a few gaps, switch-selectable detectors, and a bunch of other stuff, some of it plug-in on modular chassis inside the box. These were only built in prototype quantity (not sure how many), never marketed because of cost. This was the fanciest of several designs built as prototypes that could be found in various nooks and crannies in Millen's factory.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Thu Dec 22 14:00:35 1994
Date: Thu, 22 Dec 1994 12:25:27 -0600
Message-Id: <941222132424_4743545@aol.com>
From: JosephWP@aol.com
Subject: Mystery Tube

Still trying to locate information on the following:

Tubes are Raytheon labeled, made in Japan, 7 pin minatures, with number 30M-P23.

Joseph Pinner +
Lafayette, LA
KC5IJD

From boatanchors@theporch.com Thu Dec 22 15:46:41 1994
Date: Thu, 22 Dec 1994 14:14:38 -0600
Message-Id: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>
From: Chris_Terwilliger-A229AA@email.sps.mot.com
Subject: old telephones

old telephones

Is there an association, etc. of people who collect and restore boatanchors of "wired" communications?

* Chris Terwilliger, AA7WD
* Motorola
* Phoenix Corporate Research Labs
* 2100 E. Elliot Rd. EL508
* Tempe, AZ 85284
* 602-413-5362

a229aa@email.sps.mot.com *
AA7WD@N7MRP.AZ.USA.NA *
"If the women don't find *
you handsome, they should *
at least find you handy" *
- Red Green *

From boatanchors@theporch.com Thu Dec 22 18:04:11 1994
Date: Thu, 22 Dec 1994 16:30:35 -0600
Message-Id: <m0rKv1w-0007RYC@beacons.cts.com>
From: Kevin Sanders <kevin@beacons.cts.com>
Subject: Plastic dial faces

Hi gang,

Someone posted about the paint job on their Echophone EC-1, and it reminded me that I have an EC-1 whose plastic dial cover is smashed. It's also very yellowed and brittle, which is probably why it's destroyed. Replacing flat plastic dial covers which clamp in place from the back is easy, but what can one do with convex covers such as the EC-1 has? Is there a way to shape flat plastic stock to give it the necessary curvature to clear the dial pointer? Finding another EC-1 is an option, but I don't consider it a good one since the plastic does not age well.

Kevin Sanders
KN6FQ

From boatanchors@theporch.com Thu Dec 22 11:58:17 1994
Date: Thu, 22 Dec 1994 10:23:39 -0600

Message-ID: <Pine.SUN.3.91.941222104115.1931A-100000@access4.digex.net>
From: Tony Stalls <rstalls@access.digex.net>
Subject: Re: Purists v. Obsessive Compulsives

On Wed, 21 Dec 1994, Bill Robie wrote:

> And even at that, the museum is frequently accused of "over-restoring"
> aircraft -- meaning that some of them *never* looked that good when they
> were brand new! If they allowed the paint on an aircraft to deteriorate
> to the point that most BA folks would wait before refinishing the item,
> the public would raise a hue and cry that the plane was being neglected.
> Most folks who go int the NASM *expect* to see bright, shiny, old
> airplanes, and, until very recently, the trend was to feed the public
> what they ask for. If I were to take the NASM approach to the RAL-7, I'd
> probably have the stripper all over it already.

Bill, I fully appreciate where you're coming from, but from a practical perspective, I have to disagree. Having lived in the metro Washington area for a good many (too many) years, I've had the opportunity to visit the NASM Garber center many times. (I try to make every open house they have!) In truth, most of the aircraft that they get are in pretty sorry shape and most I've seen awaiting restoration look like they've been sitting in the weather for 50 years or so, and/or are just broken up pretty badly. If they rolled them out the way they were, it'd look like a junk yard and it wouldn't take long for corrosion in progress to take its toll. If you have cable, watch the Discovery Channel's "Wings of the Red Star" and take a look at the Russian equivalent of the NASM. Everything is out in the open and the aircraft look like they're doomed.

The Memphis Bell is a good example of what happens when you leave them the way they were. After the all the publicity and celebration, the Belle was brought to Memphis and put on display on a specially built concrete pedestal in front of a National Guard Armory. It sat there for years unattended until it deteriorated so much that it looked like complete junk. Fortunately, it was painstakingly restored and put on display in an inside environment where it sits today, looking as new as the day it rolled off the assembly line.

One of the restorers at the Garber Center explained that WW2 aircraft were pretty well considered "disposable" and there was no expectation that they would last into the next century. To make his point, he showed me a Hurricane that they had received from the British and said that most museums just wash out the inside of the wings, but their disassembly revealed some pretty serious corrosion that would have eventually made its way all the way through.

They have a big library on the aircraft, including incidentally the complete archives from the Waco Aircraft Company, and they go to great pains to restore these birds to their original specifications. Remember that just about everybody working there is doing so for no compensation other than the joy of putting these things back the way they once were. It's a sort of black hole of obsessive compulsion. Even the tiniest part gets attention. It's no wonder that a full restoration takes months and years.

My BC-348 was in the same kind of condition that these aircraft are. It had obviously been stored outside somewhere as about 80% of the finish was gone, but it was complete and unaltered otherwise. I considered it a worthy NASM style restoration. I took as much of it apart as I could without removing anything unnecessarily, stripped the knobs, panel, and cabinet down to bare metal and repainted everything to faithfully reproduce the original finish as best I could. It looks like new now.

Hope you have a great holiday,

73,

Tony
K4KY0

From boatanchors@theporch.com Thu Dec 22 02:22:15 1994
Date: Thu, 22 Dec 1994 00:49:45 -0600
Message-Id: <Pine.ULT.3.91.941221224419.15589D-100000@ohm.elee.calpoly.edu>
From: Cal Eustaquio <ceustaqu@ohm.elee.calpoly.edu>
Subject: Re: R-390A filters -- in xistor rigs?

Andy:

Try using the filters as is anyway. But since I don't know the IF of the Icom, I'll leave that matter to you. Most of these rigs use a high impedance input circuit anyway. Both the vacuum tube designs and MOSFET designs used high impedance circuitry so impedance matching may not be a problem. The reason why this thinking comes to light is because a friend of mine converted an older ARC-5 unit to the RCA MOSFETS in his rig W/O changing any of the other components (except the power supply requirements). So, give it a try (and ensure the filter has integral DC blocking caps too!). 73's. Cal, N6KYR. P.S. To the rest of you, is my assertion technically correct? Let me know.

On Wed, 21 Dec 1994, Andy Wallace wrote:

>
> Apparently the mechanical filters in our venerable 390As are at 455 kHz. Has
> anyone ever tried retrofitting these filters (available from Fair Radio

> at Fairly Reasonable Prices) to another rig with a 455 kHz I.F.? I was
> thinking primarily of my Icom R71A, which has woeful selectivity in the
> Wide position.
>
> What sort of compensating/matching circuit should be used?
>
> --Andy
> (wallace@mc.com)
>

From boatanchors@theporch.com Thu Dec 22 04:40:17 1994
Date: Thu, 22 Dec 1994 03:06:50 -0600
Message-Id: <Pine.3.89.9412220357.B25967-0100000@IndyNet>
From: "Roberta J. Barmore" <rbarmore@IndyNet.indy.net>
Subject: Re: R-390A filters -- in xistor rigs?

On Thu, 22 Dec 1994, Cal Eustaquio wrote:

> Try using the filters as is anyway. But since I don't know the IF of the
> Icom, I'll leave that matter to you. Most of these rigs use a high
> impedance input circuit anyway. Both the vacuum tube designs and MOSFET
> designs used high impedance circuitry so impedance matching may not be a
> problem.

Yes and no--termination and source impedances are still a concern, as they are with most any passive filter; however, MOSFETs (and to a lesser degree, tubes) will allow you considerable leeway to fiddle with them: simple "brute force" terminating resistors on the gate and similar techniques at the input (build-out or "load" resistors on the driving device picked to suit). Wes Hayward has some suitable circuits in his articles on home-brewing crystal filters, which I believe you'll find in his book "Solid State Design For The Radio Amateur" as well as reprinted or paraphrased in a couple of Doug DeMaw's books.

> The reason why this thinking comes to light is because a friend
> of mine converted an older ARC-5 unit to the RCA MOSFETS in his rig W/O
> changing any of the other components (except the power supply
> requirements). So, give it a try [...]

Of course, with the set all there to begin with, he *knew* what the source and load Z for the filters was! ...The plate load resistor of the driving stage and grid resistor of the following stage are perfectly good first approximations--source Z being the one most likely to want fine tweaking. (Okay, it's sloppy--please don't hit me with that copy of Terman again!)

> (and ensure the filter has integral DC blocking caps too!).

Not really a problem--good quality 0.1mF monolithic caps are cheap at MOSFET voltage levels, and just about transparent at 455kc.

> P.S. To the rest of you, is my assertion technically correct? Let me know.

Yes, absolutely! One could even start off by making reasonable guesses, getting the set going, and then measuring IF bandwidth and tweaking values 'til it was proper. ...Hayward's book would be a *really* handy reference for clever measurement techniques without a lab-ful of fancy gear.

73,
--Bobbi

> On Wed, 21 Dec 1994, Andy Wallace wrote:

> >
> > Apparently the mechanical filters in our venerable 390As are at 455 kHz. Has
> > anyone ever tried retrofitting these filters (available from Fair Radio
> > at Fairly Reasonable Prices) to another rig with a 455 kHz I.F.? I was
> > thinking primarily of my Icom R71A, which has woeful selectivity in the
> > Wide position.
> >
> > What sort of compensating/matching circuit should be used?
> >
> > --Andy
> > (wallace@mc.com)
> >
>

From boatanchors@theporch.com Thu Dec 22 12:19:20 1994

Date: Thu, 22 Dec 1994 10:43:42 -0600

Message-ID: <9412221637.AA02237@dua150.kpt.emn.com>

From: ornitz@emn.com (Barry L. Ornitz)

Subject: RE: R-390a Filters in Transistor Rigs (Filter Discussion)

Bobbi Barmore is very much correct in her post about using the proper termination impedances with mechanical filters. The filters used in the R-390a are quite different from modern mechanical filters. They will likely do a miserable job in the R-71 Icom unless some additional circuitry is added.

Most modern filters are designed for resistive source and load impedances of anywhere from a few hundred ohms to a few thousand ohms. Some common impedances are 500, 1K, and 1.5K ohms. These values are

scaled well for conventional transistor circuitry.

The older filters used in vacuum tube circuitry were generally quite different. Source impedances of 10K to 100K were common. Load impedances were usually quite high, from 100K to 10 Meg. Unlike the modern filters designed for resistive sources and loads, the vacuum tube filters were often quite inductive internally. This usually meant an external capacitor would have to be added in parallel to resonate the filter. In one or two rare cases I have seen, the source was a cathode follower and the input to the filter was matched with a series capacitor. Some filters did not mind having DC on their driving coils; others, like the R-390a, will be ruined by this. [There is nothing more sad than to see a set of R-390a filters blown by having the blocking capacitor short. I ALWAYS replace this capacitor in every R-390a I have worked on with a 600 volt unit. The buck or so for a quality capacitor is money well spent!] DC blocking on the filter output (grid side) was often not done.

Filter response is very dependent on the proper termination. Bobbi gave a good reference for doing this. Not only does the wrong termination alter the ripple in the passband of the filter, it also alters the shape of the skirts and the ultimate rejection of the filter. Filter responses well away from the passband will also be affected. The R-390a filters have far better skirt selectivity (shape factor) than most ceramic or simple crystal filters found in modern solid-state SWL radios. They also have a higher ultimate rejection. This combination is partly what makes the R-390a such an excellent SWL or ham receiver.

I have played with a number of surplus filters over the years. If you have access to an HF network analyzer you have it made. [Don't ask why a chemical engineer has a HP 3577 in his lab!] You can play with the terminations and instantly see what effect the changes make to the response. You can do much the same thing with a sweep generator and oscilloscope. Just remember to sweep the passband quite slowly as filters do "ring". A logarithmic detector will often be needed to see what happens to the filter skirts. It is also a good idea to see what happens well away from the passband frequency. You will often be surprised to see many responses. In boatanchor radios, with lots of IF stages and tuned circuits, these rarely cause problems. In some of the new, extremely broadband receivers, these out-of-band responses can often allow loud signals through to cause interesting spurious interference problems. Nothing beats a good boatanchor for strong signal performance! Well virtually nothing. I might consider trading my R-390a for a few of the Rhode & Swartz receivers. :-)

My suggestion to the original question is to build a small adapter box for the R-390a filters containing impedance matching on the source side and a JFET or MOSFET stage on the load side to isolate the filter and

provide it with the proper high impedance load.

NOTE: At one time, long ago, I talked with a Collins engineer about a filter failure I had (the filter became very microphonic - but the Collins guy told me he had never known of a failure like this). While on the telephone with him, he referred to a notebook he had which listed every mechanical filter design Collins had ever made. Given a part number, he could tell me what the optimal source and load impedances were and a number of other filter characteristics. I do not know if such a book still exists but it sure would make flea market scrounging a lot easier!

73, Barry WA4VZQ ornitz@emn.com
Eastman Chemical Company Research

From boatanchors@theporch.com Thu Dec 22 15:20:32 1994

Date: Thu, 22 Dec 1994 13:46:28 -0600

Message-Id: <00989533.8498D920.87@ouvaxa.cats.ohiou.edu>

From: post@ouvaxa.cats.ohiou.edu

Subject: Removing that SECOND COAT OF PAINT

Ohio University Electronic Communication

Date: 22-Dec-1994 02:43pm EST

To: Remote Addressee (_MX%"boatanchors@theporch.com")

From: Richard Post
Services
POST Dept: Instructional Media
Tel No:

Subject: Removing that "second coat of paint"

Fellow antiquated breakers of wind and ether (but not vacuum!),

Jim Reid asked

> On a related topic, is there any way to remove a top layer of paint
>without destroying what's underneath? I have a neat Echophone receiver
>that someone brushed on some aluminum paint. I can still see the decals
>through the finish and I'd like to restore it, but how do I get that
>aluminum paint off without destroying the undercoat? I think I already
>know the answer, but it's not pleasant. See ya!

In my early collecting days, I bought a Halli S-40A that someone had spray painted black, all over the existing lettering, bright finish speaker grille, etc. A real mess. I was able to remove all of the black paint

without damaging the original finish or the lettering(the original paint turned out to be OK although hardly pristine). How? Rubbing alcohol gently applied in a rubbing motion with a soft cloth. If the careless painter has applied paint without preparing the surface first(typical of someone who would do this to a BA), you may be able to get similar results. Your mileage can and will vary! You could destroy the lettering but an aluminized Echophone may be a candidate for this treatment. Try a side panel first. I shudder to think of my beautiful EC-1 in bright aluminum finish.

My appreciation to the guys who put us on the Porch!

Best of luck, Happy glowing holidays es 73,
Rich KB8TAD
post@ouvaxa.cats.ohiou.edu

Received: 22-Dec-1994 02:48pm

From boatanchors@theporch.com Thu Dec 22 10:54:23 1994
Date: Thu, 22 Dec 1994 09:17:41 -0600
Message-Id: <sef9289e.015@egg.nv.doe.gov>
From: David Stinson <DLSTIN@egg.nv.doe.gov>
Subject: Restoring Old BAs

I've used both the dark black India ink markers and the model paint to restore small dings in black wrinkle paint.

In restoration work, we have to be realistic. To totally strip a front panel with a few corner scuffs or dings runs the risk of doing real damage, destroying the factory lettering and the original finish.

Folks, these beauties are 50, 60 or 70 years old. They should be expected to have a ding or two and I for one think it's MADNESS to destroy a 90% coverage paint job to get that last 10%! Better to find a way to fill-in the gaps in an acceptable manner, which is what I'm personally working on.

Model paint/markers are OK for small scuffs and nicks, and I don't think you could find the ones I've covered looking from 10 inches away, but anything over a couple of millimeters wide needs new paint. I'll be trying several systems and report on what works.

Mint equipment is just that, MINT-- NO scuffs, scratches, dings of ANY kind. You have to have a standard of "Perfect" and there's no such thing as more or less "perfect." Of course, this means

there are very few mint pieces around. In my nearly 50 unit collection, I have two I call mint. The rest must be "Restored." To do that, we're going to have to use the tools at hand in a reasonable and thoughtful manner. Bring on the model paint!

Best Holidays to All ES 73 DE AB5S/7 Dave Stinson
p.s. I've repainted inspection marks, too! (Dodging flamethrower!)

From boatanchors@theporch.com Thu Dec 22 18:29:02 1994

Date: Thu, 22 Dec 1994 16:56:50 -0600

Message-Id: <ECMG5401.ECMG5412@mail.admin.wisc.edu>

From: TOM.A.ADAMS@mail.admin.wisc.edu

Subject: Shotgun News

to: boatanchors@ThePorch.com

Hello Tony.

Yeah, I've been looking at "Shotgun News" for BA parts for a long time. Not too much shows up, and searching every issue is a time consuming task, but every now and then a bit of gold can be mined.

BTW, this was the source that steered me to my copy of "Jane's Military Communications Systems"; some outfit in Utah had brand new copies of the 1988 edition for next to nothing. The ads that came along with it were a hoot; everything you needed to convert your Colt AR-15 Sporter to an M-16A1 full auto (i.e., machine gun) military rifle!

Mr. T., K9TA

From boatanchors@theporch.com Thu Dec 22 21:20:13 1994

Date: Thu, 22 Dec 1994 19:43:58 -0600

Message-Id: <ECMJ4130.ECMJ4141@mail.admin.wisc.edu>

From: TOM.A.ADAMS@mail.admin.wisc.edu

Subject: Vaccuum formed plastic

to: boatanchors@ThePorch.com

Re. the suggestion to form parts with a vaccuum:

I've had the opportunity to experiment with that method too. It's excellent, especially on large stuff (aircraft "bubble" type canopys come to mind). The only hassle is that it's far from being practical for the home fabricator. The machine I got to play with in school filled a fair sized room (not counting the air pump, which was remotely located and BIG!!!). In addition to all the stuff

for the vacuum forming process, there was also a large bank of infrared lamps to soften the plastic sheet and keep it soft long enough to work with. Also, there was a need for large amounts of chilled air for setting the plastic after molding, and doing it in a reasonable time.

The capacity of this thing was about one square yard.

This stuff CAN be scaled down to a reasonable size, but unless you're in the business of making formed plastic items it's really not cost effective. For a one shot deal like this the plug and frame method seems to work quite well; a kid in class made up an outfit like this to manufacture the hulls of model sailboats on a small scale in his parent's basement.

Mr. T.

From boatanchors@theporch.com Thu Dec 22 12:46:17 1994
Date: Thu, 22 Dec 1994 11:12:25 -0600
Message-Id: <Pine.SUN.3.91.941222114524.1931D-100000@access4.digex.net>
From: Tony Stalls <rstalls@access.digex.net>
Subject: We Need a Condition Rating System

All this talk of restorations, scratches, etc. has reminded me of an ongoing discussion about how to accurately describe a piece of gear when offering it for sale. My interest was aroused when I paid top-dollar plus another \$35 shipping for a piece of gear advertised in ER as being in "good" condition that turned out to be a parts box with a quickie Rust-Oleum wrong color paint job on a beat-up and dented cabinet. (OUCH!)

I wrote to Barry at ER and suggested a 1-to-10 and A-to-D system for electrical and appearance rating system (perfect = 1A, perfect needing only realignment = 3A, etc.), but I never received a reply. In fact, I'm a bit put back that there's nothing in ER at all regarding rating condition. For a good example, the National Rifle Association put out a rating system that specifically defines condition. "NRA VG" has a specific meaning and when you buy a firearm sight unseen and the seller has described according to the frequently published guidelines you have a pretty good idea of what you're getting. I think that the Collins collectors have a good system, but not being one, I'm not familiar with it.

Let me make a suggestion. Instead of everybody throwing out an idea that'll get read with a "gee, that sounds good" and be forgotten, what about our forming a committee of four or so fairly active BA traders to decide on a BA rating system? With such a system, then when somebody says "BA Good", "BA C-2", or whatever in their ad, we'll know what they mean and we won't have to rely on such subjective evaluations.

OK, who are the big-time BA swappers among us? Volunteers??? (Hey Jack,

Tennessee is "The Volunteer State" you know...)

73,

Tony
K4KY0

P.S. Am I expecting too much? <G>

From boatanchors@theporch.com Thu Dec 22 13:35:37 1994
Date: Thu, 22 Dec 1994 12:01:10 -0600
Message-Id: <199412221800.NAA23429@altair.cs.unc.edu>
From: Nick England <nick@cs.unc.edu>
Subject: Re: We Need a Condition Rating System

Perhaps someone could look through the archives and dig out the Collins Collectors guidelines (adopted from the Toy Train Collectors Assoc) which I posted the last time this issue was discussed here.
Maybe something to add to the FAQ?

Nick KD4CPL
nick@cs.unc.edu

From boatanchors@theporch.com Thu Dec 22 22:43:20 1994
Date: Thu, 22 Dec 1994 21:09:56 -0600
Message-Id: <9412222108.aa15077@jackatak.theporch.com>
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: Re: We Need a Condition Rating System

> Perhaps someone could look through the archives
I did, and...

> and dig out the
> Collins Collectors guidelines (adopted from the Toy Train Collectors
> Assoc) which I posted the last time this issue was discussed here.
No such luck...

I have indexed the 8600++ postings I have by the "Subject: " line, and in checking through for anything with "deline" (guideline) "ating" (Rating) "ondition" (Condition)

Best I came up with was a brief exchange in June 1993, when Ray Sumperl (who is back on the list again) brought up the train collector system and was taken to task because it addressed only cosmetics and not the inner working condition.

If someone wants to get together and build a better mousetrap, put it together, using these as your starting point and go where you think we need to go... The elves and I can look it over, and either add to the FAQ, or make it a separately available file from the list server...

-----8><-----
>From core1.hssc.ksc.nasa.gov!rsumperl Sat Jun 5 08:28:07 1993
Return-Path: <rsumperl@core1.hssc.ksc.nasa.gov>
Message-Id: <9306040014.AA02659@apollo089>
Date: Thu, 3 Jun 93 20:14:09 EDT
>From: Raymond Sumperl <rsumperl%core1@kssib.ksc.nasa.gov>
To: boatanchors@gnu.ai.mit.edu, rsumperl%core1@kssib.ksc.nasa.gov
Subject: Starting a rating system for boatanchor quality

Greetings all...

I'm sure at one time or another we have purchased items through mail order or through the computer networks and have been disappointed in what we have received. Well...why not start a rating system like they have in the model railroading hobby(specifically for Lionel trains). I still on occasion deal with Lionel and find the rating system most helpful. So if we were to form a rating system like the model railroading I would propose the following:

MINT: NO SCRATCHES, NO DINGS, NO WEAR MARKS, ABSOLUTELY FLAWLESS.

LIKE NEW: SOME LIGHT SURFACE SCRATCHES, NO RUST, MINOR WEAR MARKS, SHOWS USE.

EXCELLENT: SOME LIGHT SURFACE SCRATCHES, NO RUST, WEAR MARKS, SHOWS USE.

GOOD: SCRATCHES, MAYBE LIGHT SURFACE RUST, PAINT FADED, DEFINATELY SHOWS WEAR.

POOR: DEEP SCRATCHES, RUST, PAINT CHIPPED OR REPAINTED WRONG COLOR, MODIFIED.

Anyway here's a start. Whatta ya think? Let's brainstorm on a set and try to live by them. I'm willing to compile all results and post them.

Now for a different subject..PARTS/UNITS. I'm willing to compile a list of peoples parts/junkers just as Barry of ER has done. I'd be willing to post it once a weekend incase of changes. Again whatta ya think?

Ray

-----8><-----
>From lick.ucsc.edu!sutin Sat Jun 5 08:28:08 1993
Date: Thu, 3 Jun 93 17:39:54 PDT
>From: sutin@lick.ucsc.edu (Brian Sutin)
Message-Id: <9306040039.AA29513@helios.UCSC.EDU>
To: boatanchors@gnu.ai.mit.edu

Subject: Re: Starting a rating system

> From rsumperl@core1.hssc.ksc.nasa.gov Thu Jun 3 17:35:27 1993:
> a rating system like the model railroading I would propose the following:
>
> MINT: NO SCRATCHES, NO DINGS, NO WEAR MARKS, ABSOLUTELY FLAWLESS.
> LIKE NEW: SOME LIGHT SURFACE SCRATCHES, NO RUST, MINOR WEAR MARKS, SHOWS USE.
> EXCELLENT: SOME LIGHT SURFACE SCRATCHES, NO RUST, WEAR MARKS, SHOWS USE.
> GOOD: SCRATCHES, MAYBE LIGHT SURFACE RUST, PAINT FADED, DEFINATELY SHOWS WEAR.
> POOR: DEEP SCRATCHES, RUST, PAINT CHIPPED OR REPAINTED WRONG COLOR, MODIFIED.

The problem with this system is for those of us who could care less what the unit looks like, as long as it works. A pretty receiver with a molten PTO, for example.

-----8><-----

73,

Jack, W4PPT/M (75M SSB 2-letter WAS #1657/#1789 -- both from the mobile! ;^)

Fire Bottle Server (Boat Anchors Get Out and Keep You Warm!)

firebotl@jackatak.theporch.com

Where Old Radios and Fun ... GO TOGETHER!

-----human interface: root@jackatak.theporch.com-----+

From boatanchors@theporch.com Thu Dec 22 06:29:27 1994

Date: Thu, 22 Dec 1994 04:55:23 -0600

Message-Id: <Pine.3.89.9412220526.A2166-0100000@IndyNet>

From: "Roberta J. Barmore" <rbarmore@IndyNet.indy.net>

Subject: Re: Wrinkle Wrevisited

Hi, Mark!

A comment and a question, with your letter rearranged to make them fit:

On Wed, 21 Dec 1994, Mark Glusker wrote:

> This is different from the old military sets (e.g. BC342?) that had
> raised lettering on an etched front panel - that's relatively easy to
> restore.

Oh, please tell--how? I have a nice bench supply, zero to +300/0 to -300/+400 unreg, plus filament 6.3/12.6AC, that has a *battered* front panel of this sort, raised raw aluminium designations on a black panel, that I would love to restore. It works great, the inside is *clean* and the cabinet's repainted, but that front panel...! All I could think was

to paint it and then take the paint off the lettering with fine abrasive paper glued to a big sheet of plate glass, and I'm leery of that. Is there a better way?

> There are some radios I own that have a wrinkle-finish front panel with
> lettering silkscreened on it (e.g. R388, AR-88).
> How did they do this without having the ink bleed into all those little
> wrinkles? Is it possible to screen the ink on before the paint wrinkles?
> This seems implausible, and besides, the letters would then be wrinkled,
> which they aren't.

Well, dry-transfer letters work really well on wrinkle, even after spraying on clear enamel which makes them melt into the surface a bit. I suspect proper choice of silkscreen ink--maybe a bit thicker than usual, or fast-drying, etc.--would allow pretty good resolution and minimize bleeding. There are other printing techniques besides silkscreening that could be used, too; though the mind boggles at a giant rubber stamp slathered with white ink...! (A lot of *chassis* markings on some radios **do** look to have been rubber-stamped, however). A local silkscreen outfit does labels on textured finishes (powder-coated & "spatter" finished) for the our projects at the TV station and finds it routine; a wrinkle finish isn't **that** much more irregular.

73,
--Bobbi

From boatanchors@theporch.com Thu Dec 22 17:32:09 1994
Date: Thu, 22 Dec 1994 16:01:06 -0600
Message-Id: <9412221358.ZM637@mechcad3.esd.sgi.com>
From: "Mark Glusker" <glusk@mechcad3.esd.sgi.com>
Subject: Re: Wrinkle Wrevisited

On Dec 22, 4:54am, Roberta J. Barmore wrote:

> Subject: Re: Wrinkle Wrevisited

> > raised lettering on an etched front panel - that's relatively easy to
> > restore.
>
> Oh, please tell--how? All I could think was
> to paint it and then take the paint off the lettering with fine abrasive
> paper glued to a big sheet of plate glass

I'd say you've got the right idea, except I would suggest working on very small areas at one time.

I have used a pencil with the eraser carved at an angle and a bit of very fine sandpaper glued to the cut edge. This makes a good sanding tool, and

the eraser can be carved to suit your needs. I have also tried an X-acto knife to remove the majority of the paint, then cleaned it up with the sandpaper. Use a very light touch with the X-acto and get the right blade for the job (I've found a #16 is good, the angle on the standard #11 is a bit too steep for good control). A tedious process, but at least the costs involved are low.

I tried this on a BC342, which has lettering that is well above the surface of the panel. Fortunately, I did not have to do the entire panel, but the results on the portion I did do were excellent.

From boatanchors@theporch.com Thu Dec 22 03:23:22 1994
Date: Thu, 22 Dec 1994 01:48:40 -0600
Message-Id: <Pine.ULT.3.91.941221234259.15647D-100000@ohm.elee.calpoly.edu>
From: Cal Eustaquio <ceustaqu@ohm.elee.calpoly.edu>
Subject: WTB: Round style DX-100 cabinets

Hi folks:

I'm in need of two fair to mint DX-100 cabinets. They must have all the hardware and if they are at least refinishable (yes, if it is severely scratched up and any drill holes are o.k. but I don't want a cabinet that is too butchered up. I'd appreciate any assistance on this project. Thanks and 73's. Cal, N6KYR.